





## INTIMATION



WATSON'S

HOUSEHOLD SPECIALTIES

FOR THE SUMMER.

PRICKLY  
HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. It cools the skin and removes irritation at once.

RINGWORM  
REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and Dhobi Itch.

HOUSEHOLD  
AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing it is without equal.

A.S. WATSON &amp; CO.

LIMITED,

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

(31)

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the press columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses. A communication addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. Unintentionally signed communications that have not appeared in other papers will be inserted. Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C. 5th Ed. Lieber's P.O. Box, 38. Telephone No. 12.

## DEATH.

On the 18th September, at his residence, No. 44, Caine Road, A. A. H. BOWLING. (2337)

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 21st SEPTEMBER, 1903.

The insincerity of the professions made by the Empress Dowager in favour of progress and reform on her return to Peking from her voluntary exile to the North-west has quickly been demonstrated. On the principle, no doubt, quaintly embodied in the lines—

The Devil was sick, the Devil a monk would be;  
The Devil was well, the Devil a monk was he—  
Her Majesty probably thought it might, on her reappearance in the capital, be well to take a little Western Reform physic, and at first, while in a state of nervous insecurity, she may have fancied the medicine agreed with her. But now that she has regained confidence, and feels that her feet are once more on solid ground, she is ready to throw physic to the dogs, and resume with all fervour the autocratic rule so congenial to her tyrannical spirit. For some time previous the Empress Dowager had been showing that she was impatient of criticism, and upon the arrest and trial of the reformer SHEN KE-WEI she openly threw off the mask, and came out again in her true colours. Nothing short of a most vindictive punishment for the unfortunate man could satisfy her desire for vengeance, and she accordingly decreed that a sentence should be passed which, while without precedent, was most barbarous and cruel. The wretched man was savagely beaten to death in prison on the direct instructions of this savage woman, whom the Powers, in a moment of equal imbecility and weakness, allowed to return to Peking to again set back the clock of progress and probably hatch new projects for driving out the hated

foreigner from the Celestial Empire. She has not been long showing her true spirit; after first cleverly imposing upon the ladies of the Legations, and to their lasting shame inducing them to accept gifts from her blood-stained hands, she has gradually developed all her old predilections and has set herself to check all tendency to progress, to undo all efforts in the direction of reform. Among other achievements of the kind, the latest act of the Empress Dowager has been to veto the scheme of the Viceroy CHANG CHIH-TUNG and CHANG PEI-SHI, the Chancellor of the Peking University, to abolish the literary examinations after the old style of competition, and has made it exceedingly plain to those officials that she will never allow such an innovation. On the contrary, secret instructions will, it is said, be given to the examiners to bestow the *Hsinshai* and *Chunjen* degrees upon those only who show in their essays a desire closely to adhere to the old order of things. The examiners have been selected from the ranks of the reactionaries, and may be trusted to carry out the Imperial orders. Conscious, however, that the Emperor is still alive and representing the TARTAR dynasty, she keeps up a pretence of still intending to retire when she has put the Imperial house in order and blotted out the reformers. She plays her part, it must be admitted, with great cleverness, and succeeds in hoodwinking most of the officials if she does not entirely impose on the Emperor and his friends. So far the Emperor has been content to accept the role of imbecile, and his energetic aunt is therefore not afraid of him, but there must be an end of this by-and-by. The Emperor's friends will ere long begin to grow weary of waiting for an emancipation that never comes, and the spirit of progress which the Empress Dowager fondly thinks she has stifled will break out more strongly for being repressed and kept down. Meantime, however, there is said to be danger of a further outbreak against foreigners at Peking. The reactionaries have been greatly encouraged by the attitude assumed by the Empress Dowager and her creatures, and the reappearance of Prince TEAN and others in the capital is regarded with uneasiness by those who watch developments there. It is true the Legations are fortified and guarded, and that garrisons of foreign soldiers are still maintained, but if the foreign-drilled native troops are only properly equipped and led, it would go hardly with the foreign representatives if another *coup d'etat* were to be resolved upon by the Empress or the Palace favourites. It may not actually be, as some writers seem to think, that the Ministers are living on the crust of a volcano, but it is at least certain that there is a sense of unrest and uneasiness in the Chinese metropolis, which is accentuated with every fresh snub administered by the Empress to CHANG CHIH-TUNG and the advocates of a policy of progress. It is to be hoped, therefore, that the Foreign Ministers will not live in a fools' paradise, but that they will keep a smart watch on the movements of the anti-foreign party in the Government, and, if necessary, demand the banishment of suspicious characters. The memory of the events of 1900 is still too fresh in the minds of foreigners for them to put much faith either in the good intentions or the goodwill of the majority of the Chinese or Manchu officials.

Singapore has withdrawn the quarantine hitherto existing against Hongkong. This was notified by a telegram of the 18th inst. to the Colonial Secretary.

The writer of the letter in our issue of Saturday, signed "Pass", is requested to communicate with this office. We have a letter for him, but have unfortunately mislaid his name and address.

The Supreme Court Vacation begins to-day, but there will be no relief from duties for the Chief Justice until the Criminal Sessions are over; the Sessions are resumed to-day at ten o'clock a.m.

Many of our readers will regret to learn of the death of Sr. Don José de Navarroy Lopez de Ayala, who was for some years Consul-General for Spain in Hongkong. According to the *El Imparcial* (Madrid), Sr. Navarro died at Tunis on the 14th ult.

The appointments are notified in the *Gazette* of Colonel L. F. Brown, R.E., as member of the Executive and Legislative Councils; of Mr. Basil R. H. Taylor as Acting Harbour-master and as Member of the Legislative Council; and of the Hon. Dr. J. M. Atkinson as Member of the Executive Council.

The following is the programme of music to be performed by the band and drums of the 1st Sherwood Foresters on the New Parade Ground to-day, from 4.30 to 6 p.m.:—  
Overture "The Merry Wives of Windsor" Nicolai  
March "Royal Avondale" Poole  
(Flutes and Drums)  
Selection "Ragtime" Perry Godfrey  
March "Bodas" Ord Hume  
(Flutes and Drums)  
Intermezzo "Forget-me-not" Macbeth  
Selection "The Bell of New York" Kecker  
March "Drum Major" Anon  
(Flutes and Drums)  
Valse "The Choziers" Phelps  
"God Save the King."

A Siamese Royal Decree on quarantine, applicable to British vessels and subjects, is published in the *Gazette*.

The much-paraphrased Sultan of Johore contemplates a visit to the United States next year, taking in the St. Louis Exhibition.

Mariners are notified that a six-foot conical buoy, painted white, has been temporarily moored to mark the site of the wreck of the Chinese gunboat *Huan Tai*, and not as an aid to navigation.

Antung, otherwise known as Sahn, has been substituted in the U.S. Commercial Treaty for Tatungku, as one of the two ports to be opened in Manchuria. Antung is claimed to be far the superior place.

The British Consul at Tientsin has succeeded in getting the British Government to have the China medal and clasp to the members of the Tientsin Volunteer Corps, not British subjects, who served in the defence of Tientsin in 1900.

Mr. W. R. D. Beckett was expected at Bangkok about the 18th inst. to take up the position of H.B.M. Consul at Bangkok. Mr. C. E. W. Stringer was to leave about the time of Mr. Beckett's arrival to take up the post of Consul at Chingmai.

Messrs. Benjamin, Kelly and Potts, general managers of the Orient Hotel, Manila, inform us that a paragraph in our issue of Saturday to the effect that the hotel has not been sold to the Philippine Government, is incorrect. This, of course, is conclusive; but our information was nevertheless taken from one of the more reliable Manila papers, which devoted a considerable amount of space and a few headlines to announcing that the hotel was not to be sold.

The Amoy correspondent of the *N.C. Daily News* wrote on the 9th inst.:—The weather is getting much cooler, and there are at present some few sporadic cases of cholera reported. It is expected that the port doctor will shortly grant us a clean bill of health. Mr. Jam Cameron Murray, third Engineer of the China Merchants' steamer *Hsiehho* died on board of cholera on the 7th inst. and was buried next day at the Kalang-a Cemetery. Mr. Eugene P. Nelson, second mate of the same steamer, was attacked with cholera and was taken on shore. He died yesterday, and was buried at the Kalang-a Cemetery this morning.

The *N.C. Daily News* correspondent, under date Tokyo, 15th September, wrote:—A deputation of politicians visiting the Premier, Count Katsura, yesterday, urged that the new Russian demands constitute an insult to Japan, inasmuch as direct negotiations between Japan and Russia are in progress. If those new demands are granted by China, it will indicate that the latter Power is also unfriendly to Japan; it is therefore necessary to insist on a definite answer from Russia. The Premier, in reply, declared that the Government will take no step which will impair the national dignity or the prestige of the empire.

At the British Consulate, Manila, on the 9th inst., Mr. Hugh Balfour Darnell and Miss Clara Elizabeth Mackenzie were married, the ceremony being performed by the British Consul-General, Mr. W. J. Kenny. Mr. Darnell, the eastern travelling agent of the C.P.R. is a son of the Rev. Henry Faulkner Darnell, D.D. of Avon, New York. The bride is the eldest daughter of Mr. Philip Mackenzie, a prominent attorney of London, Ontario. Mr. and Mrs. Darnell were married at Christ Church, Yokohama, on the 1st July, and the ceremony performed at the British Consulate was in compliance with the custom regarding marriages of British subjects consummated on foreign soil, a marriage and registration being required at the Consulate.

## MORE ROBBERIES.

On Saturday morning a gentleman living at Morrison Hill discovered that a quantity of jewellery had been abstracted from his cash-box. Apparently a skeleton key had been used to unlock the box. Earlier in the week the same gentleman missed an umbrella, and on the following day lost from his house a silver watch and the new umbrella which he had just purchased to replace the other. He has now deemed it advisable to remove his valuables to the office safe.

The police have been prosecuting vigorous investigations into the circumstances attending the Bellies Terrace robbery, and we understand that several arrests have been made. The difficulty seems to be that neither Miss Bateman nor the man are able to identify the robbers. However, the police are sparing no efforts to lay the culprits by the heels.

## MASONIC QUADRILLE PARTY.

At a Masonic meeting on Saturday night it was resolved to form a Quadrille Party. The first dance will take place on Saturday, 3rd October. Mr. G. J. W. King was appointed Hon. Secretary, and under his experienced guidance the Quadrille Party should prove a great success. Intending subscribers are asked to send in their names.

## WEATHER REPORT.

The Hongkong Observatory on the 19th inst. issued the following report:—The barometer has risen over N. China and the N. part of the Sea of Japan, and is little changed elsewhere. Pressure is highest over N. China and above normal along the China coast generally. Pressure appears to be lowest over the Pacific to the E. of the Loochees. Gradual slight with moderate N.E. winds along the China coast and over the N. part of the China Sea. Forecast:—N.E. winds, light or moderate, fair.

## TELEGRAMS.

## REUTERS' SERVICE.

## THE CABINET RESIGNATIONS.

LONDON, 17th September.  
Mr. Chamberlain, Mr. Ritchie, and Lord George Hamilton have resigned.

LONDON, 18th September.

Mr. Chamberlain, writing to Mr. Balfour on the 9th inst., said he recognised that, owing to the Liberal leaders' rejection of all enquiry and their unscrupulous use of the "dear loaf" cry, there was at present no hope for successfully pressing the question of preference to the Colonies. He suggested that Mr. Balfour should limit the present policy of the Government to reforms which would enable us to retaliate upon foreign countries refusing equitable reciprocity, reforms in favour of which there is at present a strong popular feeling. Mr. Chamberlain himself cannot accept the exclusion of so important a part of his political programme and therefore resigns, believing that he can but [better] promote the cause he has at heart outside the Cabinet.

LATER.

The King has accepted the resignations of Lord George Hamilton, Mr. Chamberlain, and Mr. Ritchie. The general impression is Mr. Austen Chamberlain will succeed Mr. Ritchie as Chancellor of the Exchequer, and Mr. St. John Brodric Lord George Hamilton as Secretary of State for India. Lord Milner is mentioned as the possible successor to Mr. Chamberlain, though some say that Lord Salisbury will fill the post of Secretary of State for the Colonies.

## THE BALKAN TROUBLES.

LONDON, 17th September.

The *Daily Chronicle* understands that the Government has decided to make representations to Constantinople with a view of ending the massacres in Macedonia. The representations will be supported by the despatch of a British squadron.

LATER.

Prince Ferdinand has returned to Sofia.

LONDON, 18th September.

Austria and Russia have sent a circular to the Powers, expressing their determination to persist in the Reform Scheme, in spite of the events in Macedonia.

The warlike excitement in Sofia has been freshly heated by reports of a frightful indiscriminate massacre in the town of Kastoria.

## ILLNESS OF SIR THOMAS LIPTON.

LONDON, 17th September.

Sir Thomas Lipton is seriously ill in Chicago with appendicitis.

## FIGHTING NEAR ADEN.

LONDON, 17th September.

A skirmish between a party of Hampshire and Arabs in the Aden hinterland resulted in 1 Hampshire killed and 4 wounded, and 7 Arabs killed and 14 wounded.

## MR. WHITAKER WRIGHT.

LONDON, 17th September.

Mr. Whitaker Wright has been committed for trial.

## AUSTRIA-HUNGARY.

LONDON, 17th September.

The Emperor Franz Joseph, who recently visited Buda-Pest to endeavour to solve the paralyzing political crisis due to the Hungarians insisting upon the introduction of Hungarian emblems and words of command in the Army, has issued an Army order emphatically refusing to permit any change in the Army.

## PIRACY IN CHINESE WATERS.

While the Chinese junk No. 3 was proceeding on her way to Hongkong from Taishan, she fell in with pirates about six miles to the north of that place. It appears that at about 8.30 on the morning of the 16th September the master noticed an oyster junk approaching them. His suspicions were aroused and he hailed the boat, when they immediately commenced to fire at his junk. Arrangements were at once made to repel the attack, and a brisk fire was returned. This, however, only lasted for about five minutes, as the crew of the Chinese junk, some 40 men, were afraid, and discontinued their firing. The pirates at once drew closer, and finally twenty of the crew armed with rifles and revolver boarded the junk. All the men on board were driven down into the hold, with the exception of the master, who when he saw the pirates preparing to board his vessel, hid himself under a heap of firewood, and there remained until the robbers had gone. One of the crew, named Cheung Ho, was wounded in the head with a blow from the butt-end of a rifle, because he refused to hand over the keys to the thieves. The cannon was spiked, windlass and anchor thrown overboard, and the pirates, with their own boat alongside, sailed for Shacheng, four and a half miles north of Fawing. Arriving at Shacheng, they rifled the ship and stole goods, to the value of \$4,170. The articles stolen include eighteen rifles, two breechloaders, two blunderbusses, fifty-six pounds of powder, eight boxes of percussion-caps, twenty rounds of ammunition, \$670 in money, \$300 in banknotes, five hundred pieces of cotton cloth, crepe silk and pongee, a quantity of freecrackers, paper and general cargo. The robbers then left in their boat and sailed away in the direction of the shore. The master of the junk, Fung Shi, says that he is unable to identify the pirate boat.

## VOLUNTEER PROMENADE CONCERT.

Two causes contributed to the fact that the number present at Saturday's concert was about the largest on record—weather conditions could scarcely have been more favourable for an open-air entertainment, and the programme, was exceedingly attractive. While it is not difficult in the cities of Europe to get a large gathering to listen to the most accomplished interpreters of the masters, it must be taken as a high compliment to the musical taste of the colony that a classical programme such as the one submitted on Saturday could attract so numerous an audience from our small community. To put it mildly, however, the promises of the advertised programme were hardly realised in the selections of the orchestra. By all means give us compositions by the great authors if those individually and collectively concerned in the production have the musical ability to submit such not only correctly but with comprehension of the requirements of the composition. The latter was not shown by the Philharmonic Society orchestra on Saturday. We believe most of the members are proficient instrumentalists, but the faults lay in following their own inclinations instead of the markings on the copies in front of them; and also not looking more to the conductor. Take for instance the "Peer Gynt" Suite (Greig): the discords in that weirdly beautiful composition are most effective if strict time is observed; otherwise the conglomerate of sounds is abominable. It is far from our intention to discourage the amateurs—the fact of their being members of the Orchestral Society shows they are trying to improve themselves musically—but only to point out defects so that they can be remedied in future performances. Mr. Grimble is to be excused for his exuberant exclamations, as it must have been annoying to find mistakes, which had been corrected at the rehearsals, time and again cropping up—"good old land-marks" is an apt description by a well-known local musician. The Intermezzo from *Cavalleria Rusticana* secured the orchestra an encore, it being as popular as it is beautiful; the effort, however, scarcely deserved such appreciation. Madame Blanche Arral's presence had been much looked forward to, and her non-appearance, on account of indisposition it was announced, occasioned great disappointment. Gounod's "Lend me your aid" was cut out, Mr. C. H. Lammert being also indisposed; his place was filled by Mrs. Gordon making an extra appearance. The deep contralto voice of this lady was admirably suited to "Beloved, it is I, my dear"; she sang in response to a recital "She wears a wreath of roses." In the second part Mrs. Gordon was again encored, and gave Lord Henry Somerset's pathetic "Hush me, O sorrow." Mrs. Maugowan was the other lady vocalist; her "The Promise of Life" was much enjoyed. A cello solo by Mr. P. L. Miller was correctly played; the mellow-toned instrument, however, is not suitable for solo work in the open, only the moderately loud passages being audible at the back of the sitting area. This was not the case with Mr. F. C. Barlow's "Sonata in A" (Handel) for the violin, every note being distinct even at a distance. An accomplished violinist, Mr. Barlow knows how to get everything possible out of his instrument. "My Queen" was very creditably rendered by Mr. G. H. Edwards, who pluckily went through his solo, though suffering from fever, we believe. The male quartettes were not so good as at the last concert; this was due to the first tenor, Mr. Wagner, having to be called in at the last minute—or at least on Saturday morning—to take the place of Mr. Miron, who, we regret to state, is down with dysentery. Not getting a correct start, the quartettes made a hash of "Benediction"; amends were made for this in their second appearance; and, being recalled, they again essayed Mozart's production, this time with considerable improvement. Messrs. Davidson and Stephenson introduced a humorous variety into the programme; both came on again. Of Mr. Grace's appearance it is sufficient to say he did not tarnish his reputation. He is ever a most popular singer in Hongkong.

It is to be hoped that in the selection of the orchestral pieces for the next concert it will be borne in mind that the performance is to take place in the open air, and a programme suitable to the conditions arranged. Might we suggest that music of a more popular description be given a hearing by "popular" we do not of course mean rubbish. It would not long hold the favour of the public were it without merit.

## THE POLLARD COMPANY.

Pollard's English Opera Company is due here again to-day on the six *Tonkin*, and will open at the Theatre Royal to-night with *A Gay Night in Paris*. The Pollard Comedy Company are due to arrive this morning on the s.s. *Tonkin*, and will open to-night in the Theatre Royal with *A Gay Night in Paris*. Of the audience that witnessed the first production of the farce in Shanghai the *N.C. Daily News* says that it was one of the largest drawn by the Company during its season there, and it laughed itself into complete rapport with the stage.

The cast will be as follows:—Piquet, Mr. E. Noble; Pollard, Mr. Wentworth Watson; Mathison, Mr. Carr; Maximo, Mr. Tullitt; Bastien, Mr. Lynch; Boulet, Mr. Haydn; Brochard, Mr. Ellison; Ernest, Mr. Smith; William, Mr. Bond; Madame Pollard, Miss Ada Lawrence; Madame Piquet, Miss Blanche Clements; Violet, Miss Millie Ascoli; Rose, Miss Grace Dale; Daisy, Miss Marjorie Tompest; Victorine, Miss Eva McDonald.

## CORRESPONDENCE.

## BEZIQUE.

TO THE EDITOR OF THE "DAILY PRESS."  
Wuchow, 15th September.

Sir,—I am asked to put the following problem before your readers:—In a bezique party, when the last eight tricks were being entered upon, the 2 of spades was led; the second player put on the ace of trumps (not spades), the third player followed neither suit, though he held a high trump. As the rules of the game say that players must follow suit or trump and try to take the trick, was the third player holding trump entitled to play another suit altogether or was he bound to play his trump card? Perhaps some bezique-player will give instruction on the point.

Re the above, in the first place, the 2, 3, 4, 5, and 6 are discarded; nothing below a 7, only the ace (four aces of course scoring 100 points). We will say it was the 7 of spades that was led; the second player put on the ace of trumps (not spades), the third player followed neither suit, though he held a high trump. It was not necessary for him to lose a trump if he could not follow suit, he could please himself and throw away.—Yours, etc.,

A WUCHOW RESIDENT.

## MARCO POLO AND THE GREAT WALL OF CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

Hollow, 17th September.  
Sir,—In the last paragraph of your interesting review of the 3rd edition of Yule's *Marco Polo* reference is made to Polo's failure to mention the Great Wall of China and to the discredit which has been thrown upon his work on that account.

The words there used and the Chinese work referred to remind me of a theory broached by me in a paper read some fifteen years ago before the Royal Archaeological Institute of Great Britain and Ireland and subsequently published in its *Journal*, which is in fact the theory quoted by your reviewer, namely, that the real old great wall had fallen into decay, and the new, or Ming, wall had not been built, so that Polo's omission to refer to either is fully accounted for. I pointed out also that not only one but several walls were built before the time of the so-called "Builder of the Great Wall," the Emperor Chia Shih, and that he simply united and extended those which the princes of some of the northern States had erected on their frontiers. I showed, moreover, that Marco Polo must have crossed the line of the wall no less than four times, and that Col. Yule's solution of the difficulty that the wall "was in Polo's mind" when he referred to "the country" (not the rampart, but it noted) of Gog and Magog" was highly unsatisfactory, since, so far from this being a reason for omitting to allude to it, it would have been just the reverse: "His want of success in finding a reason for the application of the name [to the country] would not have caused him to withhold all notice of what would have been to him one of the most remarkable objects in the whole of his long journey." In fact, had the wall been there, he would have had staring him in the face the very proof of which he was in search.

A copy of my paper, as well as of another which contained a solution of what I may call the "park" difficulty at Xanadu, was sent at the time to Col. Yule, and it is possible that M. Cordier has taken a hint from it in revising this paragraph of Yule's classic work.

I refer to this here, not because it matters, when the truth is reached, whether he by whom it is reached is named Tom, Dick, or Harry, but because I am convinced that your reviewer is perfectly right in defending Marco Polo (what a delightful travelling companion Messer Marco has been to many of us) on this point. Had the Great Wall been anything like it is commonly supposed to be, and had it held any conspicuous place in native estimation, so careful and accurate an observer could not have failed to make mention of it—an object which has been ranked among the "seven wonders of the world." But it must be obvious to anyone who has examined the matter on the spot, that the prevailing idea of the Great Wall is founded on the long line which runs on most maps from the Gulf of Liaotung to Chiao-yü Kuan in Kansu, combined with ideas derived from visits to or photographs of the new, or Ming, Great Wall (highly so called; but built in the Ming dynasty, long after Polo's time). The idea of the structure is taken from the latter, and of its length from the former; hence a pseudo-idea not representing the true state of the case.

For those who have formed their impressions of the old wall from inspection of the structure itself, or what remains of it, and who have not deceived themselves by believing that it ever was as substantial as the newer Ming wall, Marco's credit for carefulness and accuracy of observation requires no defence. As regards this old wall, I would even go further, and, relying on the evidence given in the paper above referred to, namely, that at a distance from the centre of government the *wan* was probably hardly enforced, and that the "squeeze" system was doubtless at least as rampant then as it is now, would state my belief to be that at least in many parts of the "14,000 miles its extent" the Great Wall never existed at all. Rather than the supposed greatness of the old Great Wall being evidence against the accuracy of Marco Polo, I think that the silence of Marco Polo is evidence against the greatness, and in place of the very existence of the Great Wall, and that it never merited the title of "the most noticeable work of man on the globe"—Yours, etc.,

E. T. C. WERNER.











# THE ROBINSON PIANO COMPANY, LIMITED

## NOTE.

### ENTIRELY NEW STOCK

TO ARRIVE THIS MONTH.  
SPECIALLY AND MOST CAREFULLY  
CHOSEN.

DIRECT FROM THE FACTORIES,

BY OUR  
MR. ROBINSON  
NOW IN EUROPE.

### GREAT REDUCTIONS

IN OUR PRESENT STOCK OF PIANOS  
AND MUSICAL GOODS.  
A QUANTITY OF OLD MUSIC STILL  
LEFT, BEING SOLD VERY  
CHEAP.

CALL IN AND SEE WHAT WE HAVE.  
ALL ENQUIRIES WILL BE MOST  
COURTEOUSLY AND PROMPTLY  
ANSWERED.

### THE APOLLO PLANO-PLAYER

RECITALS DAILY

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo" never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 3rd September, 1903. [2484]

### HONGKONG BUSINESS DIRECTORY

#### BOOKBINDING

"DAILY PRESS" OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work  
FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
12, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.  
Established over 20 years. Importers and  
Exporters, Teakwood Furniture, Black-  
wood, Jewellery, &c., highest grade  
best and cheapest. 5, Queen's Road  
Central.

#### JEWELLERS

MAISON LEVY HERMAN'S  
Diamond Merchants and Watchmakers, 49  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hongkong.

#### PHOTOGRAPHER

M. MUMEY, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 32, Queen's  
Road Central.

#### PRINTING

"DAILY PRESS" OFFICE  
Proofs read by Englishmen.  
STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants, Sole Agents for  
Hartmann's Ration's Genuine Com-  
position Red Hand Brand.

BISMARCK & CO.,  
Navy Contractors, Ship Chandeliers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers,  
Tools, Brass and Iron Merchants,  
144, Des Voeux Road.

MOORE & SELMUND,  
25 and 28, Connaught Road, Praya Central.  
Shipchandlers, Sailmakers, Riggers,  
Commission Agents and General  
Storekeepers; Sole Agents for  
Shipowners Composition ("Grey-  
hound Brand") and Blundell's  
Sponges & Co.'s Composition.

#### WATCHMAKERS

DROZ & CO.,  
14, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

#### MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY and DRESSMAKING  
CONNAUGHT HOTEL, Rooms 4 and 5.

### GOLF FOR EVERYBODY.

#### THE WEAPONS OF WAR.

BY  
DR. J. G. McPHERSON.

Though not exactly a "war" a real golf match has in it a fine element of personal warfare. One does not like to be beaten in the single; all of one's powers are brought to bear upon the contest for victory.

Accordingly the "weapons of war" require to be very carefully seen to. The player must be master of each; and the fewer he has the more likelihood is there that he will be able to use each to the best advantage when required. I have seen a professional—Willie Park—with two caddies—one the advising caddy according to the Golf Rules, with the ironmonger's shop of iron together with a few wooden ones; the other, with a surplus stock, in case of breakages during the round, or for some left-handed movement in an emergency. But I cannot stand such extravagance in the variety of weapons. A few good ones well known are worth two bagfuls of differentiated dummies.

STYLE OF PLAY TO BE CONSIDERED.  
Of course, no fixed rule can be laid down as to the best set of clubs and balls which a golfer should procure. Style has a marked power in a player; and the two players in the final for the Amateur Championship at Hoylake in May had not a very prepossessing style, for they had been well up in years before they handled a club. Only their putting was most deadly on these hurricane days; this may be attributed to their skill as excellent billiard players. Yet it is well to cultivate a good style, and clubs should be suited to that style.

There are golfers "agile" and golfers "non-agile"; and each requires his own kind of weapons. An elastic or agile player, who can put his whole body into the stroke, must necessarily choose a comparatively stiff driver; whereas a sluggish, non-agile player, whose shoulders are not flexible, requires a supple-shafted club. As the tailor makes the clothes to suit the man, the club-maker should make the clubs fitted for the style of the golfer.

In choosing the weapons of war "fancy," too, goes a long way. The youth enamoured of his watch, has the best that ever was; the careful man considers that there is no razor on earth like his own; and a spongy husband is said to make the same remark about his wife—for a time. The golfer, too, must consider his club the very best before he can be really and continuously successful with it. Fancy goes much further than we would think. "That's a picture," the professional will say of his favourite, though in another's eyes it may be very commonplace. Yet the selection makes all the difference.

Allan Robertson, the greatest of golfers, in the "fifties" had a craze for this "fanciful" of golf clubs. About nine o'clock—two hours before the golfers of the "Parade" (as the old Clubhouse was called) would appear at the first hole for the forenoon's round, Allan would be seen sitting down the walk from his house to Hugh Philip's shop. Hugh would be at the door or on the green near, with his long apron on; as well as his spectacles, busy scraping a club head with an iron scraper (a rectangular piece of thin steel, about four inches by two), and thereafter rubbing it gently with coarse, and then fine sandpaper, to put on the finishing polish. Hugh would put a couple of hours' work on a head after Jamie Wilson, his "man," had considered it finished. Allan would see the "beauty" and covet it. On the spot he would seize it—go up and fasten it without glue to a spare shaft to calculate the effect. If it pleased his fancy, it was glued on and bagged as a treasure. Of course, in this case, some of the head would require to be rasped out; for Allan played with very light clubs. No such extra trouble is taken with a driver now, for clubs are thrown into the market in thousands for one long ago.

AN OLD-TIME DRIVER.  
There are, however, some general principles to which it may be considered of importance to attend in the selection of "the weapons of war." I once saw in McEwan's, of Bruntsfield, Edinburgh, a fine specimen of the old style driver. It belonged to the Duke of York (afterwards James II. of England), who was a keen golfer on the links of Leith. That old club, which did faithful service more than two centuries ago, was made by one Andrew Dickson. It has the horn and lead in the same parts of the head, and is "skared" similarly. The shaft is made of split-ash—not sawn, as is generally the case. Old, slowly-growing ash, split according to the reed of the wood, forms a very lasting handle. It has not the sharpness of spring possessed by the modern hickory; but it is far more durable, and can stand a jerk better. With pleasure do I now look on my split-ash Hugh, which I used to handle with power more than thirty years ago. Dickson's shaft was well executed in the tapering, stiff in the top of the shaft, and gradually supplying to the "whipping." The neck of the head was graceful, and there was a considerable hook on the face at the nose. The King's club-head was made of apple tree, for a long time the favourite wood for that part. Now, well-seasoned beech is generally preferred for the driver. This old club, on the whole, is far before the "souple gaud anstrang," which non-agile golfers prefer.

Now we have a shorter head, or a bulger. Dr. Argyll Robertson reminded me at Muirfield last year, on the occasion of the Open Championship, that I was the first to play with a shorter head than the classical Hugh's. I now see that the shorter head, with broader top, has more power. I don't like the bulger; and it seems now to have gone out of use among the best players. There is more elasticity in the breadth

of wood behind the spot where the ball comes in contact; but the face should be straight, not bulged.

#### THE MODERN CLUB.

The modern head is much thicker; that is, the face is much deeper. Of course, for effective work the cubic contents of the head must not be too small; if the length is shortened, the depth must be increased to ensure this. On inland courses, where the green is softer than on the sea-coast, this has been made necessary for playing through the green. But the craze for a beryllian drive off the tee is more at the bottom of the alteration. With the old "thin-faced" Hugh, very little sand; if any, was used on the teeing-ground. Accuracy of aim with the thin-faced club from the teeing-ground was of immense advantage in playing the second—the important shot of the hole. The driver was always used for this if there was sufficient distance, unless the ball was lying very bad. The thin-faced caught the ball below the centre, and made it rise gracefully, as no other club could affect. Now, all the glory is in an enormous drive from the tee with the broad-faced club. One cannot get below the ball so easily; and the second shot is sometimes sacrificed.

The length of the driver depends upon the player's style—not upon the height of the man only. Roughly speaking, in general practice, if the head of the club be placed on the ground at his feet, the end of the handle should reach the pit of the stomach. A tall man generally prefers an upright club; a short man a flat and comparatively longer club. An occasional enormous swipe may be made when the balance can be hit in the swing; but in general, one fails in accuracy when quick nerve-power is introduced; and without that quick nerve-power there is a duffing softness and consequent shortness in the stroke.

One thing that beginners should carefully observe, never to use the club which has the spring in his hands! Many have ruined their style trying to checkmate this difficulty. If the spring is felt anywhere in the upper half of the shaft the stroke is uncertain. Be careful, then, in having the spring gradually increasing from the centre to the whipping. As the driver is really the most important club in the set, I have dwelt most on it. The best players are those who commenced and played for years at school with only a driver and a cleek.

#### THE PUTTER.

The next important wooden club to the driver was the wooden putter. For many years this has been laid aside by players; but Braid's success last year at Muirfield, as open champion, gave the world sufficient evidence that the adopted use of this was the secret of that success. I am glad to see that many very distinguished players are now using the aluminium putter of the shape of the old wooden putter. Of course, I prefer wood, but shape is what I hold to be essential. The wooden putter should be upright, perfectly stiff in the shaft, and vertical in the whole face. The head must be a little heavier than that of the driver, but it should feel "sweet" or well-balanced in the hand, and easily manipulated by the finger; for the holding of fine putts requires the nice, delicate touch of the finger, and by no means the palm of the hand. The wooden putter can be dispensed with for short putts especially on a keen green, where one can give a little more "poother" to the shot with the cleek.

#### OTHER CLUBS.

In the "sixties" the mid-spoon was considered a most powerful approach club. I am glad to see Mr. Hilton using an aluminium imitation of this (by Mr. Mills, of Sunderland) with remarkable success. Again it is the shape that is pleasing me. It is a very accurate club, and there is not the same risk of slicing or jerking as with a cleek.

Of course, the cleek, shorter in the shaft than we find in most cases, is a telling weapon. It can be used for a fine skimming wrist approach with deadly accuracy. The light iron is now indispensable for short approaches, lofting bunkers, and stymies. But the shaft should not be strained by bunker-work. When a good player accidentally gets into a bunker, he uses a niblick iron; but sometimes only once or twice in a whole round, so I do not class it as an absolutely necessary weapon.

A good light iron for delicate work was a lifetime's fancy; you dare not break the well-poised and time-used head of the shaft by undue jerking; for you cannot easily get two perfect handles for one iron with the same balance and touch. It would take years to get the new shaft into the same "set" as the old one, and no artificial "band" can equal what it takes years to form. These formed my stock in my best days. Occasionally a wooden niblick could be very successfully used when the ball was in a deep cup. But driver, mid-spoon, cleek, iron, and wooden putter form the essentials.

#### BALLS.

As to balls, one is bewildered with the variety

now in use. According to Andrew Lang, wooden balls were first used; then feather balls had a long run in the game. Principal Paterson, late of St. Andrew's, now in New York, introduced the first gutta there in 1846, made out of the packing of a Vishnu idol sent home from Singapore by his missionary brother. Then Mr. Tom Peter made a ball with gutta-percha outside, and lead inside, a terrible slaughterer of golf clubs. And now we have the American Haskell, made up in a marvellous way with gutta-percha and indiarubber. There has been a marked improvement in the ordinary gutta-percha ball during these last fifty years—this has had much to do with more generally successful scoring. Meanwhile use a clean 27 gutta ball, and wait for a time till the Haskell is fully tested. I saw much of both at Hoylake; but I have not room here for giving my opinion on what I then saw.

#### Next Week:

"THE FORTUNES OF WAR IN CHAMPIONSHIP CONTESTS," BY H. H. HILTON.

### INSURANCES

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO.  
Hongkong, 14th January, 1903. [216]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOTZ, JACOB & CO.  
Hongkong, 30th July, 1903. [2169]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902. £13,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 687,500 0 0  
II. FIRE FUNDS... 2,887,215 14 10

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. [1888]

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.

THE Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO.  
Hongkong, 3rd August, 1903. [2183]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.  
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents. [28]

Hongkong, 16th May, 1892.

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 2nd April, 1900. [2]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office. [28]

Hongkong, 17th August, 1897.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO., Agents. [113]

Hongkong, 21st April, 1897.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO. [72]

Hongkong, 29th May 1895

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.  
Cash Security... \$252,719  
Total Losses Paid... \$26,769,240

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO. [144]

Hongkong, 18th May, 1903.

ROYAL BRATED WATERS MANUFACTORY.

If you want a drink of health, if 'tis true that health is wealth, if you'd take your proper place, if for health you'd join the race, always with a smiling face, where you can get good drink I guess, pure water we always use, Essence many from which to choose, Our list of drinks will you amuse. Apply to—

P. DANENBERG, Manager. Factory & Office: West Point; Telephone 367. Depot: Lee House Street; Telephone 374.

Novel Specialties. Best in the Far East. Refreshing and invigorating drinks of the season. Just Produced. Long-Life, Non-Intoxicating and Excellent Beverages. Hy-Oes, Winter Stout, Strawberryade, Jubilee Champagne, Orange Champagne, Hop Ale.

# WM. POWELL, LD.,

GENERAL DRAPEERS, HIGH-CLASS DRESSMAKERS, AND GENTLEMEN'S OUTFITTERS,

28 & 34, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS.

OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

GENTLEMEN'S DEPARTMENT,  
28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.

# TURKISH TROPHIES

CIGARETTES

MADE FROM THE CHOICEST TURKISH TOBACCO, ARE THE BEST. ASK YOUR DEALER FOR THIS BRAND.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE, GELATINE-DYNAMITE, PLASTING GELATINE AND GELIGNITE, DETONATORS, SAFETY FUSE, AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT HONGKONG, SHANGHAI, WEIHAWEI.

AGENTS—JARDINE, MATHESON & CO.

325

# THEODORO VAFIADIS & CO

MANUFACTURERS OF HIGH-CLASS FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.)

PURVEYOR TO THE BRITISH FIELD FORCE CANTENTS IN SOUTH AFRICA.

BRANCHES: BOMBAY... 20, Esplanade Road. CALCUTTA... 4, Dalhousie Square. RANGOON... 72, Merchant Street. LONDON... 19, Basinghall St., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

MESSRS. KRUSE & CO., HONGKONG.

# MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES: HIGASHI-HOMMACHI, MOJI, MINAMI-AIKAWA, OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: MR. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakanatsu, and Hongkong.

CODE USED: A 1 & A. E. C. 4th ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese steamers. Arsenal and Japanese Railway Companies &c. Sole Proprietors of Kumamoto and Tenoura Coal Mines. Sole Agents for Kawanishi Komatsugawa, Minamio, Ikejiri and Kumagata Collieries.

K. UYEMURA, Manager. [2409]

Hongkong, 4th March, 1903.

# BUTTERFIELD & SWIRE,

Agents

LONDON AND LANCASHIRE ROYAL EXCHANGE PALATINE ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903.

**ACHE**

Ache all over. Throat sore, Eyes and Nose running, slight cough with chills; this is La Grippe.

**Painkiller**

taken in hot water, sweetened, before going to bed, will break it up if taken in time.

There is only one Painkiller, "PERRY DAVIS."

2621-2



## SHIPPING.

**ARRIVALS.**  
Sept. 18, HIKOSAN MARU, Japanese str., 2,302, 8, Fujiki, Kuchinotsu, Japan, 13th Sept., Coal.—M. B. KAISHA.  
Sept. 18, SOLVING, Norwegian steamer, 750, Kjerland, Samara 9th September, Sugar, Messageries Maritimes.  
Sept. 19, ANDERSON, German str., 1,020, H. Kohn, Inokura, Swatow 11th Sept., Rice and Sundries.—ARNOLD, KARBURG & Co.  
Sept. 19, ANPING MARU, Japanese str., 1,058, I. Goto, Fochow, Amoy and Swatow 18th Sept., General.—OSAKA SHOSHEN KAISHA.  
Sept. 19, BYRON, Norwegian steamer, 771, E. Gundersen, Honoy 15th Sept., Coal.—SANDER, WILDER & Co.  
Sept. 19, GIRONDE, French str., 1,902, V. Abel, Yokohama and Kobe 14th Sept., General.—Messageries Maritimes.  
Sept. 19, HANOT, French str., 789, Morles, Haiphong, 18th September, General.—A. R. MARTY.  
Sept. 19, HINSANG, British str., 1,336, W. E. Sawyer, Java 9th September, Sugar.—JARDINE, MATHESON & Co.  
Sept. 19, HONGKONG, French str., 504, Morles, Paitoh and Hiloah 18th September, General.—A. R. MARTY.  
Sept. 19, KONO, German str., 562, L. Zingelstein, Bangkok 10th Sept., Rice and Wood.—BUTTERFIELD & SWIRE.  
Sept. 19, PETCHABURI, German steamer, 1,375, Hillmann, Bangkok via Swatow 14th Sept., Rice and General.—BUTTERFIELD & SWIRE.  
Sept. 19, SUNKIANG, British str., 1,021, A. W. Outerbridge, Manila 16th September, General.—BUTTERFIELD & SWIRE.  
Sept. 19, TARTAR, British str., 2,708, E. Beetham, Vancouver 21st Aug. General.—C. P. R. Co.  
Sept. 19, WINDRO, British str., 1,100, Lavars, Shanghai 16th Sept., General.—BUTTERFIELD & SWIRE.  
Sept. 20, AMSTERDAM, British steamer, 11,000, C. W. Williams, Yokohama 13th September, General.—JARDINE, MATHESON & Co.  
Sept. 20, EASTERN, British str., 2,272, Winthrop, Ellis, Kobe 15th Sept., General.—GIBB, LIVINGSTON & Co.  
Sept. 20, GREGORY ARLEN, British str., 2,949, J. G. Offord, Calcutta 6th Sept., General.—David Sassoon & Co., Ltd.  
Sept. 20, HAINAN, British str., 636, J. Gibson, Swatow 18th Sept., General.—DOUGLAS LARSEN & Co.  
Sept. 20, HIBAKO, British str., 1,090, Stalker, Newchwang and Chiofo 15th Sept., General.—JARDINE, MATHESON & Co.  
Sept. 20, IZUMI MARU, Japanese str., 2,302, M. Yagi, Moji 15th September, General.—NIPPON YUSEN KAISHA.  
Sept. 20, PRONTO, German str., 632, H. Grant, Amoy 18th September.—SIEMSEN & Co.  
Sept. 20, WUCHANG, British str., 801, Somerville, Hilo 17th Sept., General.—BUTTERFIELD & SWIRE.

## CLEARANCES

At the Hong Kong Marine Office, 19th September.  
Arnold Layton, German str., for Swatow.  
Hainan, British str., for Swatow.  
Hansang, British str., for Swatow.  
Hikoson Maru, Japanese str., for Kuchinotsu.  
Pavia, Austrian str., for Singapore.  
Tientsin, British str., for Fochow.  
Triumph, German str., for Hiloah.  
Trogos, British str., for Singapore.

## DEPARTURES

19th September.  
Haitan, French str., for Hiloah.  
Hopsang, British str., for Singapore.  
KAMAHURA MARU, Japanese str., for Singapore.  
QUARTER, German str., for Chiofo.  
RUBI, British str., for Manila.  
20th September.  
ARNOLD LUTKEN, German str., for Swatow.  
Haitan, British str., for Coast Pork.  
HANGSANG, British str., for Swatow.  
HIKOSAN MARU, Japanese str., for Kuchinotsu.  
PERSEA, Austrian str., for Calcutta.  
TIENTSIN, British str., for Fochow.  
TRIUMPH, German str., for Hiloah.  
TROCOS, British str., for Singapore.

## VESSELS IN DOCK

19th September.  
ABERDEEN DOCKS.—  
Kowloon Dock.—Pembroke, Bangkok, Longwood, Dolt.  
COSMOPOLITAN Dock.—Nanyang, Hankow, Lvon.

## SHIPPING REPORT

The British steamer *Katana*, from Kobe 15th Sept., had fine weather and small sea throughout. The British steamer *Wuchang*, from Hiloah 17th Sept., had moderate winds and fine weather throughout. The German steamer *Kona Beng*, from Bangkok 10th Sept., had in the Gulf of Siam heavy squalls from S.W. In the China Sea N.E. wind with light squalls.

## VESSELS ON THE BERTH

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
FOR SAIGON.  
THE Company's Steamship  
"GIRONDE"  
Captain Abel, will be despatched for the above port TO-DAY, the 21st inst., at 8 o'clock p.m.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 21st September, 1903. [2]

**FOR CHEMULPO, DALNY AND PORT ARTHUR.**  
(Calling at SHANGHAI.)  
THE Steamship  
"PRONTO,"  
Captain Grandt, will be despatched for the above ports TO-MORROW, the 22nd inst., at DAYLIGHT.  
For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office  
Hongkong, 18th September, 1903. [2629]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"NAMSANG,"  
Captain Geo. Payne, will be despatched for the above ports TO-MORROW, the 22nd inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 15th September, 1903. [2603]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	BALLAARAT	Brit. str.	F. R. Summers	P. & O. S. N. Co.	26th inst., at Noon.
LIVERPOOL	JASON	Brit. str.	Schmitz	BUTTERFIELD & SWIRE	23rd October.
MARSEILLES, &c., VIA PORTS OF CALL.	TOKIN	Brit. str.	Hilbensch	MESSAGERIES MARITIMES	To-morrow, 1 P.M.
MARSEILLES, LONDON & ANTWERP.	GLAUCOS	Brit. str.	Hilbensch	BUTTERFIELD & SWIRE	3rd Oct., Daylight.
MARSEILLES, LONDON & ANTWERP.	INABA MARU	Jap. str.	W. Bainbridge	NIPPON YUSEN KAISHA	13th October.
MARSEILLES, LONDON & ANTWERP.	AGAMENNON	Brit. str.	H. Nish	BUTTERFIELD & SWIRE	27th October.
BREMEN, VIA PORTS OF CALL.	PAK LING	Brit. str.	B. Wilhelm	MESSAGERIES MARITIMES	3rd inst., at Noon.
HAVRE & HAMBURG	ZIEKEN	Ger. str.	von Dahren	HAMBURG-AMERIKA LINIE	6th October.
HAVRE & HAMBURG	ANESSINA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	20th October.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	3rd November.
GENOA & LIVERPOOL.	SAXONIA	Ger. str.	Brehmer	BUTTERFIELD & SWIRE	To-day.
ODDESSA	PINGSUET	Brit. str.	C. Wartgill	BRADLEY & Co., Ltd.	24th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	K. G. TCHAKOV	Rus. str.	A. Beer	DODWELL & Co., Ltd.	17th October.
NEW YORK, VIA SUEZ CANAL	NOUDYIN	Rus. str.	H. Pyle	SHAW, TOMES & Co.	23rd inst., at Noon.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	S. J. G. Parsons	CANADIAN PACIFIC R. Co.	24th inst.
VANCOUVER, VIA SHANGHAI, &c.	TAKTAR	Brit. str.	E. Beetham	CANADIAN PACIFIC R. Co.	23rd inst., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	A. Dixon	Brit. str.	A. Dixon	DODWELL & Co., Ltd.	7th October.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	TOSA MARU	Jap. str.	A. Christensen	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	CALCHAS	Brit. str.	Geo. Anderson	BUTTERFIELD & SWIRE	2nd Oct.
PORTLAND, OREGON	KAMA MARU	Jap. str.	Geo. Anderson	NIPPON YUSEN KAISHA	14th Oct., at 4 P.M.
AUSTRALIAN PORTS	INDUVELLI	Brit. str.	R. P. Craven	GIBB, LIVINGSTON & Co.	23rd inst., at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	W. Ellis	BUTTERFIELD & SWIRE	5th October.
MOJI, KOBÉ, YOKOHAMA & SAN FRANCISCO	CHINGTO	Brit. str.	J. M. D. Howie	J. S. VAN BUREN	28th inst., at 4 P.M.
MOJI, KOBÉ & YOKOHAMA	ATHOLL	Brit. str.	E. Porter	NIPPON YUSEN KAISHA	2nd Oct., at Noon.
KOBÉ & YOKOHAMA	KAGOHIMA M.	Jap. str.	K. Kori	GIBB, LIVINGSTON & Co.	To-day, at Night.
KOBÉ & YOKOHAMA	GUTHRIE	Brit. str.	Dabbie	NIPPON YUSEN KAISHA	2nd October.
KOBÉ & YOKOHAMA	KANAGAWA M.	Jap. str.	J. MacKenzie	BUTTERFIELD & SWIRE	9th Oct., Daylight.
KOBÉ & YOKOHAMA	TAIYUAN	Brit. str.	S. J. G. Parsons	NIPPON YUSEN KAISHA	To-morrow, Daylight.
KOBÉ & YOKOHAMA	KASUGA MARU	Jap. str.	Wm. Hunter	HAMBURG-AMERIKA LINIE	To-morrow.
CHEMULPO, DALNY & PORT ARTHUR	PRONTO	Ger. str.	Grandt	BUTTERFIELD & SWIRE	To-day.
CHEMULPO & TIENTSIN	NANCHANG	Brit. str.	J. Robinson	BUTTERFIELD & SWIRE	About 21st inst.
NINGPO & SHANGHAI	KWILIN	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	About 25th inst.
SHANGHAI	KASHING	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	About 9th October.
SHANGHAI, KOBÉ & YOKOHAMA	ANNAM	Frean. str.	Girard	MESSAGERIES MARITIMES	To-morrow.
SHANGHAI	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	To-morrow.
SHANGHAI, KOBÉ & YOKOHAMA	MAIPA	Brit. str.	O. L. W. Field	P. & O. S. N. Co.	To-morrow.
TAMUL, VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	T. Otaga	OSAKA SHOSHEN KAISHA	27th inst.
FOOCHOW, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	27th inst.
FOOCHOW, VIA SWATOW & AMOY	MAIDZU MARU	Jap. str.	K. Akashi	BUTTERFIELD & SWIRE	23rd inst.
MANILA DIRECT	ROHILLA MARU	Jap. str.	E. P. Bishop	TOYO KISEN KAISHA	23rd inst., 11 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHAW, TOMES & Co.	26th inst., 10 A.M.
CHIOFO	CHINGTO	Brit. str.	J. M. D. Howie	BUTTERFIELD & SWIRE	5th October.
PERLA	PERLA	Brit. str.	J. McGinty	SHAW, TOMES & Co.	24th inst., at 4 P.M.
WUCHANG	WUCHANG	Brit. str.	Sommerville	BUTTERFIELD & SWIRE	To-morrow, 5 P.M.
IZUMI MARU	IZUMI MARU	Jap. str.	M. Yagi	NIPPON YUSEN KAISHA	6th Oct., at Noon.
HIKOSAN MARU	HIKOSAN MARU	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	To-morrow, Noon.
NAMSANG	NAMSANG	Brit. str.	Geo. Payne	JARDINE, MATHESON & Co.	To-day, at 8 P.M.
GIRONDE	GIRONDE	Frean. str.	Abel	MESSAGERIES MARITIMES	To-day, at 8 P.M.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANÇAIS.

## FOR SHANGHAI, KOBÉ AND YOKOHAMA.

## THE Company's Steamship

## "ANNAM."

Captain Girard, will be despatched for the above ports on or about MONDAY, the 21st inst.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hout kong, 14th September, 1903. [2]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANÇAIS.

## NOTICE.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

## PORTS OF BRAZIL AND RIVER PLATE.

## ON TUESDAY, the 22nd September, 1903,

at 1 P.M., the Company's Steamship "TONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Port of Call, WITHOUT TRANSHIPMENT.

This steamer connects at COLOMBO with the Australian line s.s. "Dumbia" bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for N.B.—Cargo can be taken on through bills of lading for the principal places in Russia.

Shipping Orders will be granted till Noon only on Monday, the 21st September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 10th September, 1903. [2]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"EASTERN,"  
Captain W. Ellis, will be despatched for the above ports on WEDNESDAY, the 23rd September, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, &c., throughout the voyage.  
The Steamer is installed throughout with the electric light.  
A stewardess and a duly qualified surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 25th August, 1903. [2419]

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

## 司公限有船輪華中

## FOR MOJI, KOBÉ, YOKOHAMA AND SAN FRANCISCO.

## THE Steamship

## "ATHOLL,"

Captain E. Porter, will be despatched for the above ports on MONDAY, the 28th inst., at 4 P.M.  
For Freight, apply at Office of the Company, No. 20, Des Vaux Road.  
J. S. VAN BUREN,  
Superintendent.  
Hongkong, 17th September, 1903. [2408]

## HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD.

## OŠTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
ANDALUSIA. HAVRE and HAMBURG. On 23rd Sept. Freight.  
Capt. von Dohren (Calling at Singapore and Colombo)  
ABESSINIA. HAVRE and HAMBURG. On 6th Oct. Freight.  
Capt. Filler (Calling at Singapore and Penang)  
BRISGAVIA. HAVRE and HAMBURG. On 29th Oct. Freight.  
Capt. Schülke (Calling at Singapore and Colombo)  
SAXONIA. HAVRE and HAMBURG. On 3rd Nov. Freight.  
Capt. Bremer (Calling at Singapore and Penang)

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS

N.B.—Cargo can be taken on through bills of lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.  
ZEITEN. WEDNESDAY. 30th September  
SEYDLITZ. WEDNESDAY. 14th October  
ROON. WEDNESDAY. 23rd October  
PREUSSSEN. WEDNESDAY. 11th November  
HAMBURG. WEDNESDAY. 25th November  
PRINZ HEINRICH. WEDNESDAY. 9th December  
KONIG ALBERT. WEDNESDAY. 23rd December

1904  
KIANTSCHOU. WEDNESDAY. 6th January  
SACHSEN. WEDNESDAY. 20th January  
BAYERN. WEDNESDAY. 3rd February  
GERA. WEDNESDAY. 17th February  
SEYDLITZ. WEDNESDAY. 2nd March  
ROON. WEDNESDAY. 16th March  
PREUSSSEN. WEDNESDAY. 30th March  
HAMBURG. WEDNESDAY. 6th April  
PRINZ HEINRICH. WEDNESDAY. 20th April

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 30th day of SEPTEMBER, 1903, at Noon, the Steamship "ZEITEN" of the NORDDEUTSCHER LLOYD, Captain B. Wilhelm, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 28th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 29th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 29th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet-Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsess. Linen can be washed on board.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO., AGENTS.  
Hongkong, 17th September, 1903

## OSAKA SHOSHEN KAISHA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.  
TAMUL, VIA SWATOW AND AMOY. "DAIJI MARU" WEDNESDAY, 23rd September.  
TAMUL, VIA SWATOW AND AMOY. "DAIGI MARU" TUESDAY, 29th September.  
FOOCHOW, VIA SWATOW AND AMOY. "ANPING MARU" TUESDAY, 22nd September.  
ANPING, VIA SWATOW AND AMOY. "MAIDZU MARU" SUNDAY, 27th September.  
K. AKASHI

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s Steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and for other information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.  
Hongkong, 18th September, 1903. T. ARIMA, Manager [15]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR PORTLAND, OREGON

## OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

"INDRAVELLI" 4,899 R. P. Craven October 14, 1903

"INDRAPURA" 4,899 A. E. Hollingsworth November 7, 1903

"INDRASAMHA" 4,899 W. E. Craven December 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 16th September, 1903. [14]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 23rd Sept. 1903

R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 7th Oct.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 21st Oct.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 4th Nov.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 18th Nov.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 16th Dec.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 13th Jan. 1904

R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 27th Jan.

R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 10th Feb.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 24th Feb.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 9th Mar.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 30th Mar.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 20th April.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 7th May

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,  
AND SUMATRA PORTS.

FROM	STEAMERS	On
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL	"CANFA"	On 27th October.

FOR	STEAMERS	On
GENOA and LIVERPOOL	"FINGSURY"	On 21st September.
MARSEILLES, LONDON and	"GLAUCUS"	On 29th September.
ANTWERP		
MARSEILLES, LONDON and	"AGAMEMNON"	On 13th October.
ANTWERP		
LIVERPOOL	"JASON"	On 23rd October.
MARSEILLES, LONDON and	"PAK LING"	On 27th October.
ANTWERP		

FOR	STEAMERS	On
VICTORIA, SEATTLE, TACOMA, and	"CALCHAS"	On 2nd October.
PACIFIC COAST PORTS, VIA	"CANFA"	On 2nd November.
NAGASAKI, KOBE & YOKOHAMA.		

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	On
SHANGHAI	"KASHING"	On 21st September.
NINGPO and SHANGHAI	"KWEILIN"	On 21st September.
CHEFOO and TIENSIN	"NANCHANG"	On 22nd September.
MANILA	"SUNGKIANG"	On 23rd September.
CEBU and ILOILO	"WUCHANG"	On 24th September.
KOBE	"TAIYUAN"	On 2nd October.
MANILA	"CHINGTU"	On 5th October.

PORT DARWIN, THURSDAY.  
ISLAND, COOKTOWN, CAIRNS,  
TOWNSVILLE, BRISBANE,  
SYDNEY and MELBOURNE.  
The attention of Passengers is directed to the superior accommodation offered by these  
Steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified  
Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 21st September, 1903.

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS.	SAILING DATES.
TOKA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, Kobe and YOKOHAMA.	TUESDAY, 22nd Sep. at 4 P.M.
IZUMI MARU	BOMBAY, via SINGAPORE, and COLOMBO.	TUESDAY, 22nd Sep. at 5 P.M.
KANAGAWA MARU	Kobe and YOKOHAMA.	FRIDAY, 25th Sep. at DAYLIGHT.
KAGOSHIMA MARU	MOJI, Kobe and YOKOHAMA.	FRIDAY, 2nd Oct. at NOON.
INABA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 3rd Oct. at DAYLIGHT.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 6th Oct. at NOON.
KAGA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, Kobe and YOKOHAMA.	TUESDAY, 6th Oct. at 4 P.M.
KASUGA MARU	NAGASAKI, KOBE & YOKOHAMA.	WEDNESDAY, 7th Oct. at NOON.
SADO MARU	Kobe and YOKOHAMA.	FRIDAY, 9th Oct. at DAYLIGHT.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada  
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers  
Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through  
passengers have the option of travelling by the Sanjo Railway.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office in Prince's Building First Floor, Chater Road.  
Apply to  
**T. S. TAKAYANAGI, Acting Manager.**

Hongkong, 21st September, 1903.

## HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
PERLA	1980	J. McGinty	Cebu and Iloilo.	Th. 24th Sep. 4 P.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat. 26th Sep. 10 A.M.
RUBL	2540	R. W. Almond	Manila direct.	Sat. 3rd Oct. 10 A.M.

For Freight, or Passage apply to  
**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.  
Hongkong, 21st September, 1903.

PURE FRESH WATER  
THE HONGKONG STEAM WATER  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Bollers.  
Call Flag W.  
**J. W. KEW,**  
Manager.  
1st Floor, 37, Cananagh Road.  
Hongkong, 15th June, 1903.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK  
VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE  
PORTS).  
PROPOSED SAILINGS FROM HONGKONG.  
About  
"SATSUMA" ... 22nd Sep.  
"SHIMOSA" ... 14th Oct.  
"KURDISTAN" ... 24th Oct.  
"RICHMOND CASTLE" ... 7th Nov.  
For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 4th September, 1903. [1125]

THE Russian Steamer  
"KNIAS GORTSCHAKOV"  
will be despatched as above on THURSDAY.  
The 24th inst.  
For Freight, apply to  
**BRADLEY & CO.,**  
Agents.  
Hongkong, 18th September, 1903. [2575]

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEY, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERANG, GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship  
"BALLAARAT,"  
Captain F. R. Summers, carrying His  
Majesty's Mails, will be despatched from this  
for Bombay, etc., on SATURDAY, the 26th  
SEPTEMBER, at NOON, taking passengers  
and cargo for the above ports.  
Silk and Valuable cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents and  
value of all packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.  
For further particulars, apply to  
**E. A. HEWETT,**  
Superintendent.  
Hongkong, 15th September, 1903. [1]

STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.  
THE Steamship  
"NORDKYN," Captain A. Beer,  
will be despatched on SATURDAY, the 17th  
OCTOBER.  
For Freight, &c., apply to  
**SHEWAN, TOMES & CO.,**  
General Agents.  
Hongkong, 21st September, 1903. [2440]

CHINA NAVIGATION CO.,  
LIMITED.

HONGKONG-MANILA.  
REDUCED SALOON PASSAGE  
MONEY.  
SINGLE, \$20; RETURN, \$35.  
STEAMERS FITTED THROUGHOUT  
WITH ELECTRIC LIGHT. FIRST CLASS ACCOM-  
MODATION. UNRIVALLED TABLE. DAILY  
QUALIFIED SURGEON CARRIED.  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 4th July, 1903. [1964]

NATAL LINE OF STEAMERS.  
THE Undersecretary GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
South Africa, in connection with the  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1903. [8]

HONGKONG-MACAO LINE.  
S.S. "WING CHAI"  
Captain Samuel Bell Smith.  
DEPARTURES from Hongkong, on week  
days, at 7.30 A.M.; on Excursion  
Sundays, at 8.30 A.M.; from Macao week days  
at about 2 P.M. and Sundays about 7.30 P.M.  
FARE (week days) 1st Class (including cabin  
and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class  
Single Ticket \$2. Return Ticket \$3. Return  
Ticket including Dinner and Dinner either on  
board or at Macao Hotel \$5. On Sundays \$5  
extra will be charged for each Cabin which has  
accommodation for two or more Passengers.  
Wharf at the Western end of Wing Lok  
Street.  
The Steamer runs an Excursion Trip Every  
Sunday, and takes only 3 1/2 hours to reach Macao.  
**MING ON & CO.,**  
2nd Floor, 18, Victoria Street.  
Hongkong, 8th September 1903 [2112]

FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG,"  
351 Tons, Captain A. Murphy, will leave for  
Canton at 8 P.M. on SUNDAYS, TUES-  
DAYS and THURSDAYS, and return to  
Hongkong on the following days, leaving Canton  
at 5 P.M. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hongkong  
near Harbour Office.  
First-class Fare, \$3 each way. Meals, \$1  
each.  
Cargo Freight very moderate.  
**J. TRIVOUX & CO.,**  
No. 123, Cananagh Road Central.  
Hongkong, 30th June, 1903. [1751]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor  
THE OWNERS will be RESPONSIBLE  
for any DEBT contracted by the Officers or  
for any of the following Vessels during their  
stay in Hongkong Harbour:  
"PORTSMOUTH," British barque, Young—Dodwell  
& Co., Ltd.  
"HELEN WYMAN," Amr. barque, D. A. Vanhon  
—Captain.  
"LUZON," American ship, J. G. Park—Order.  
"NOANKE," American ship, J. A. Amstrong.  
Arnhold, Karberg & Co.

NOTICES TO CONSIGNEES  
IMPERIAL GERMAN MAIL LINE.  
HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.  
THE Steamship  
"SEYDLITZ,"  
OF THE NORDBEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before 6 P.M.  
TO-DAY, the 16th inst.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 23rd September will be  
subject to rent.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on Wednesday, the 23rd September,  
at 9.30 A.M.  
All Claims must reach us before the 28th  
September, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**NORDBEUTSCHER LLOYD,**  
**MELCHERS & CO.,**  
Agents.  
Hongkong, 16th September, 1903. [5]

"BARBER" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
S.S. "RICHMOND CASTLE,"  
FROM NEW YORK.  
CONSIGNEES of Cargo are hereby informed  
that all Goods have arrived by a.s. "Rubi"  
from Manila and are being landed at Consignees'  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 21st inst. will be subject  
to rent.  
All Claims against the Steamer must be pre-  
sented to the Undersecretary on or before the 22nd  
inst., or they will not be recognised.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 21st inst., at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**DODWELL & CO., LIMITED,**  
Agents.  
Hongkong, 14th September, 1903. [2589]

"MOGUL" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
S.S. "LENNOX,"  
FROM LIVERPOOL AND STRAITS.  
CONSIGNEES of Cargo are hereby inform-  
ed that all Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
at Kowloon, whence and/or from the wharves  
delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 21st inst. will be subject  
to rent.  
All Claims against the Steamer must be pre-  
sented to the Undersecretary on or before the 25th  
inst., or they will not be recognised.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 18th inst., at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**DODWELL & CO., LIMITED,**  
Agents.  
Hongkong, 14th September, 1903. [2580]

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE N.D.L. Steamship  
"FREIBURG,"  
Captain Prösch, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed to send in their Bills of Lading for  
request to send in their Bills of Lading and to  
take immediate delivery of their Goods from  
alongside.  
This Steamer brings also the Hongkong  
Cargo from Bremer, Rotterdam and Antwerp;  
transhipped at Singapore ex a.s. "Brigavira,"  
Captain Schulte.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon,  
TO-DAY, the 14th inst.  
Any Cargo impeding Lier discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, and stored at Consignees' risk and  
expense.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 21st inst. will be subject  
to rent.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 21st inst., at 3 P.M.  
No Fire Insurance has been effected.  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.  
Hongkong, 14th September, 1903. [2595]

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer  
"JASON"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on or after the 16th inst.  
Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M., on the 22nd inst.  
No Claims will be admitted after the Goods  
have left the Godowns and all Goods remain-  
ing undelivered after the 22nd inst. will  
be subject to rent.  
All Claims against the Steamer must be pre-  
sented to the Undersecretary on or before the  
22nd inst., or they will not be recognised.  
No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 15th September, 1903. [1012]

THE AMERICAN SYSTEM  
OF  
DENTISTRY.  
**DR. M. H. CHAUN,**  
27, DES VUEX ROAD CENTRAL HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 10th March, 1903. [2490]

STEAMSHIP "PETRACH" GENERAL  
AVERAGE.

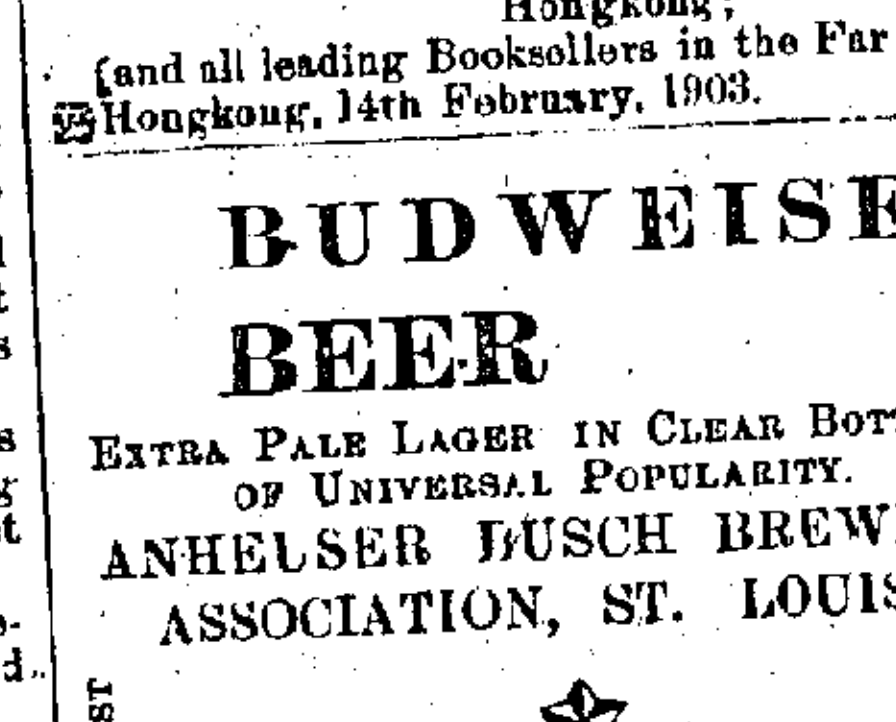
NOTICES HEREBY GIVEN that all  
Claims for Damage to Cargo by water,  
when the "Petrach" was on fire at Shanghai,  
the 13th May, 1903, must be submitted to the  
Adjuster, Mr. E. H. HUTCHISON (of the  
Yangtze Insurance Association, Limited),  
Shanghai, on or before 1st OCTOBER next,  
after which date no Claim will be recognised.  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 31st August, 1903. [2445]

NOTICE.  
ON and after the 9th SEPTEMBER, the  
a.s. "WING CHAI" will berth at the  
NEW WHARF at the Western end of Wing  
Lok Street.  
**MING ON & CO.,**  
Hongkong, 8th September, 1903. [2536]

"THE EAST OF ASIA."  
(Published Quarterly).

CONTAINING Articles of Special Interest,  
Profusely Illustrated, descriptive of the  
people, Customs, &c., of the Far East.  
The kindly Press criticisms, both Continental  
and American, that the production of this  
Magazine has evoked is eloquent testimony of  
the sterling merit of the publication.  
Price ... \$1.50.  
On Sale at "NORTH CHINA HERALD"  
Office, Shanghai.  
**Messrs KELLY & WALSH,**  
Hongkong;  
(and all leading Booksellers in the Far East.)  
22 Hongkong, 14th February, 1903.

BUDWEISER  
BEER  
EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.  
**ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.**  
LEADS IN EXPORT AND  
QUALITY.



This Beer is brewed of best Saazer Hops and  
finest Barley Malt only, and warranted not to  
contain Chemicals in any form.  
The Beer is sterilised after being bottled, and  
full mature age insures its fine condition in any  
climate. Beautifully bright, seductively spark-  
ling, and perfectly pure.  
**F. BLACKHEAD & CO.,**  
Sole Agents.  
Hongkong, 25th July, 1903. [2117]

DINNEFORD'S  
The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Biliary Affections.



DINNEFORD'S  
MAGNESIA

BENGER'S FOOD is not only  
highly nutritive, but is most  
easily digested, and is  
so delicious that it  
is enjoyed by  
Infants, Invalids,  
Convalescents  
and the Aged.  
**BENGER'S FOOD**  
For INFANTS,  
INVALIDS, & THE AGED.  
Delicious, Nutritive, Digestible.  
BENGER'S FOOD is sold in TINS by Chemists, etc., Everywhere.

Gold Medal, Health Exhibition, London  
From an  
Eminent  
Surgeon—  
"After a length-  
ened experience  
of Foods both at  
home and in  
India, I consider  
"Benger's Food"  
incomparably su-  
perior to any I  
have ever pre-  
scribed."

DAVID CORSAIR & SON  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPULING  
ARNHOLD, KARBERG & CO.  
Sole Agents.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI  
A.I. A.B.C. Scotts and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length ... 521 feet.  
Length on Blocks ... 515 "  
Width of Entrance on Top ... 68 "  
Width of Entrance on Bottom ... 53 "  
Water on Blocks at Spring Tide ... 22 "  
Water on Blocks at Spring Tide ... 26 "

DOCK No. 2 (at MUKAJIMA).  
Extreme Length ... 371 feet.  
Length on Blocks ... 350 "  
Width of Entrance on Top ... 68 "  
Width of Entrance on Bottom ... 53 "  
Water on Blocks at Spring Tide ... 22 "  
Water on Blocks at Spring Tide ... 26 "  
Can take vessels up to 1,000 ton gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
THE COMPANY has a SALVAGE  
STEAMER, 712 TONS GROSS, FITTED  
WITH POWERFUL SALVAGE PLANT  
READY AT SHORT NOTICE. 1877



CLEANSE YOUR BLOOD  
WITH GRIMAULT & C<sup>o</sup>  
SARSAPARILLA!  
For eruptions, scrofula, boils, ulcers,  
sores, carbuncles, pimples, blotches,  
and all disorders originating in vitia-  
ted blood, this medicine is the most  
reliable and most economical and  
contains no mercury or dangerous  
minerals. No other blood-purifier gives  
equal satisfaction or is so universally  
in demand.  
**GRIMAULT & C<sup>o</sup>**  
8, rue Vivienne, PARIS (France)  
Sold by all dealers.

182-1

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.  
Safest and most  
Gentle Medicine for  
Infants, Children,  
Delicate Females,  
and the  
Sickness of Pregnancy.

182-1

van  
Houten's  
Cocoa  
The most nourishing, digestible  
and delicious of all Cocoas.

BEST & GOES  
FARTHEST



241-7



